

05045.05 CIA (12-05)

Improvements are included under Alternative 3 for pedestrian and bicycle access, bus stops, and parking. Under Alternative 3, SR 28 would remain a four-lane cross section roadway with two 3.3-m (11-ft) traffic lanes for the eastbound and westbound directions until just east of the Fox Street intersection. Between the Fox Street and Chipmunk Street intersections, SR 28 would become a three-lane roadway, with one traffic lane for each direction and a two-way-left-turn lane. Traffic signals would be installed at SR 267, Bear Street, and Coon Street. Left turn lanes, which are based upon traffic volumes, would be provided at SR 267, Bear Street, Fox Street, Coon Street, and Chipmunk Street. A 1.5-m (5-ft) bike lane and 2.4-m (8-ft) parking lane would be created in each direction. Along the roadway, a 1.7-m (5.6-ft) sidewalk would be installed on both sides of SR 28. Enhanced and clearly marked pedestrian crossings at each intersection (SR 267, Secline Street, Deer Street, Bear Street, Coon Street, Fox Street, and Chipmunk Street) also would be included as part of this alternative. The narrow right of way width of 24.4 m (80.1 ft) would restrict the travel lanes to 3.3 m (11 ft) and the sidewalks to 1.7 m (5.6 ft) on each side.

Alternative 4 (Sheets 14 through 20)

Alternative 4 would include the following.

- A single 3.6-m (12-ft) traffic lane for each direction as in Alternative 2.
- A single 3.6-m (12-ft) dual-access center turn lane as in Alternative 2.
- No on-street parking on SR 28.
- Off-street parking provided with side street parking and newly constructed parking lots.
- A 1.5-m (5-ft) bike lane in each direction.
- A 5.3-m (17.4-ft) sidewalk landscape area in each direction.
- Roundabout at the intersection of SR 28/Bear Street as in Alternative 2.
- Roundabout at the intersection of SR 28/Coon Street as in Alternative 2.

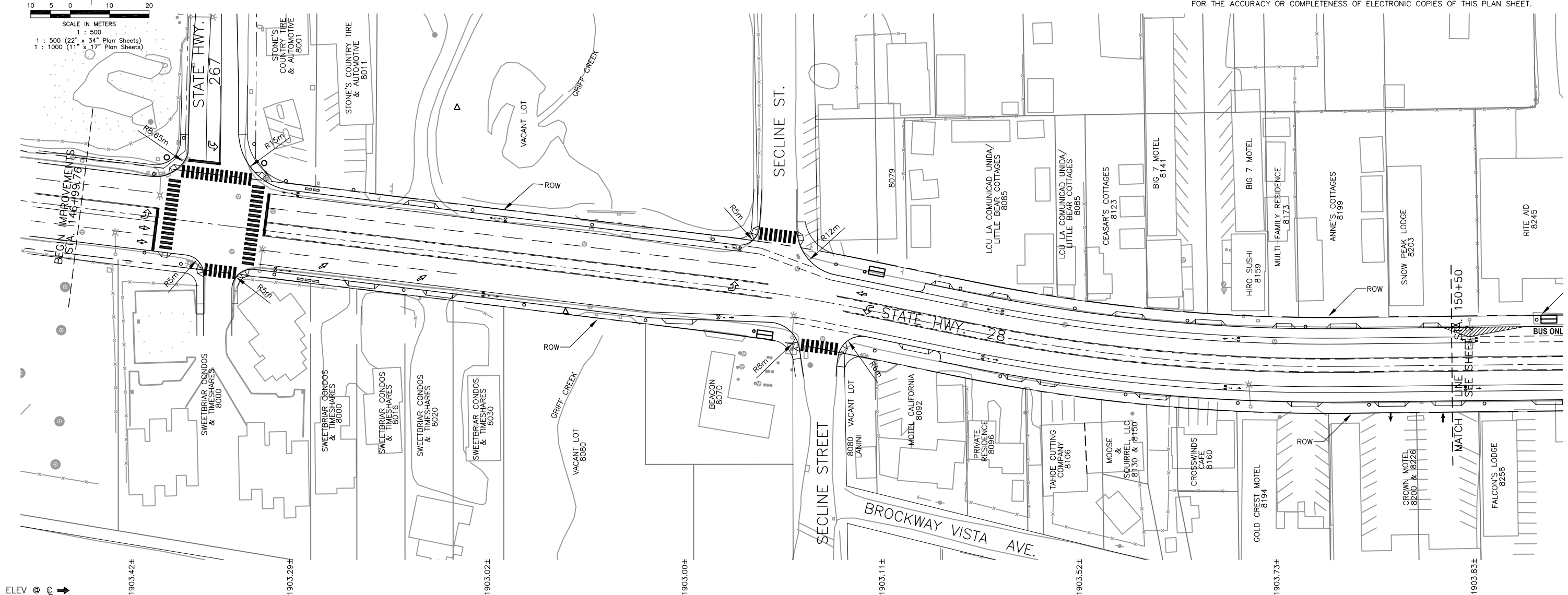
Pedestrian crossings at SR 267, Secline Street, Deer Street, Bear Street, Coon Street, Fox Street, and Chipmunk Street.

Alternative 4 is similar to Alternative 2 in that under this alternative, SR 28 would be modified from a four-lane cross section roadway to a three-lane cross section roadway. The significant difference from Alternative 2 is that parallel parking is not provided along the entire length of the project. Off-street parking would be provided for with side street parking and newly constructed parking lots to mitigate this loss. One 3.6-m (12-ft) traffic lane would be provided for the eastbound and westbound traffic, and a two-way-left-turn lane of the same width also would be included. Separate left-turn lanes would be provided at the SR 267 (except in the westbound direction) and Deer Street intersections. Along the roadway, a single 1.5-m (5-ft) bike lane would be created in each direction; however, on-street parking would not be included in this alternative. The width saved from parking spaces is incorporated into the sidewalks and planting area, making them 5.3 m (17.4 ft) wide on each side. Bus stop turnouts are provided under Alternative 4, and at these locations the sidewalk narrows to 2.9 m (9.5 ft). Two roundabouts would be created at the intersections of SR 28/Bear Street and SR 28/ Coon Street. Enhanced and clearly marked pedestrian crossings at each intersection (SR 267, Secline Street, Deer Street,

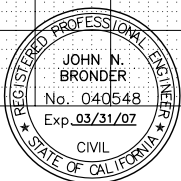
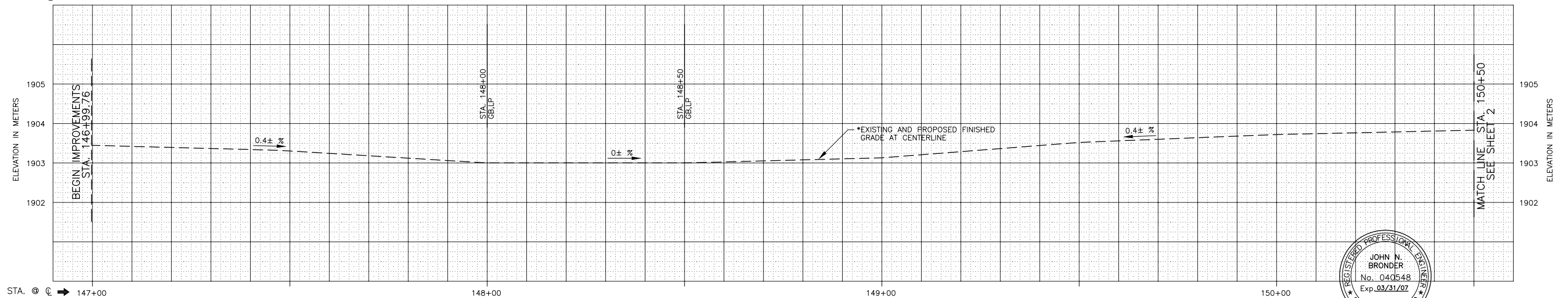
Bear Street, Coon Street, Fox Street, and Chipmunk Street) also would be included as part of this alternative.

ALTERNATIVE 2 - ROADWAY CROSS SECTION:

- 1 - 3.6 m (12') TRAFFIC LANE EACH DIRECTION
 - 1 - 3.6 m (12') DUAL CENTER TURN LANE
 - 1- 1.5 m (5±) BIKE LANE EACH DIRECTION
 - 1- 2.4 m (8±) PARKING LANE EACH DIRECTION
 - 1- 2.9 m (9±) SIDEWALK/PLANTING AREA EACH DIRECTION
- (SEE SHEET 7 FOR TYPICAL X-SECTION - ALTERNATIVE 2)
(SEE SHEET 6 FOR DOUBLE ROUNDABOUT)



THE COUNTY OF PLACER OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.



PLACER COUNTY
KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT
FEASIBILITY STUDY - ALTERNATIVE 2 - PLAN, PROFILE & STRIPING LAYOUT

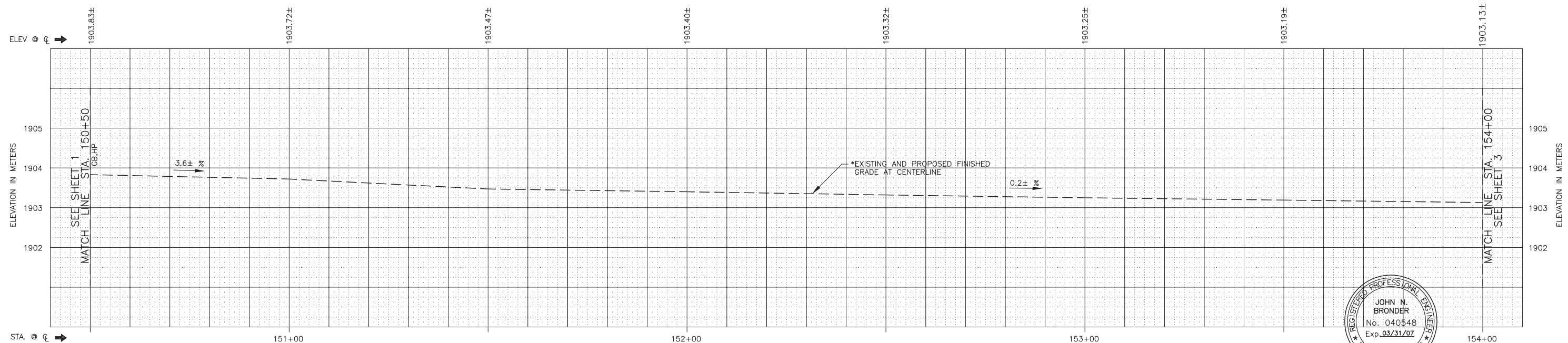
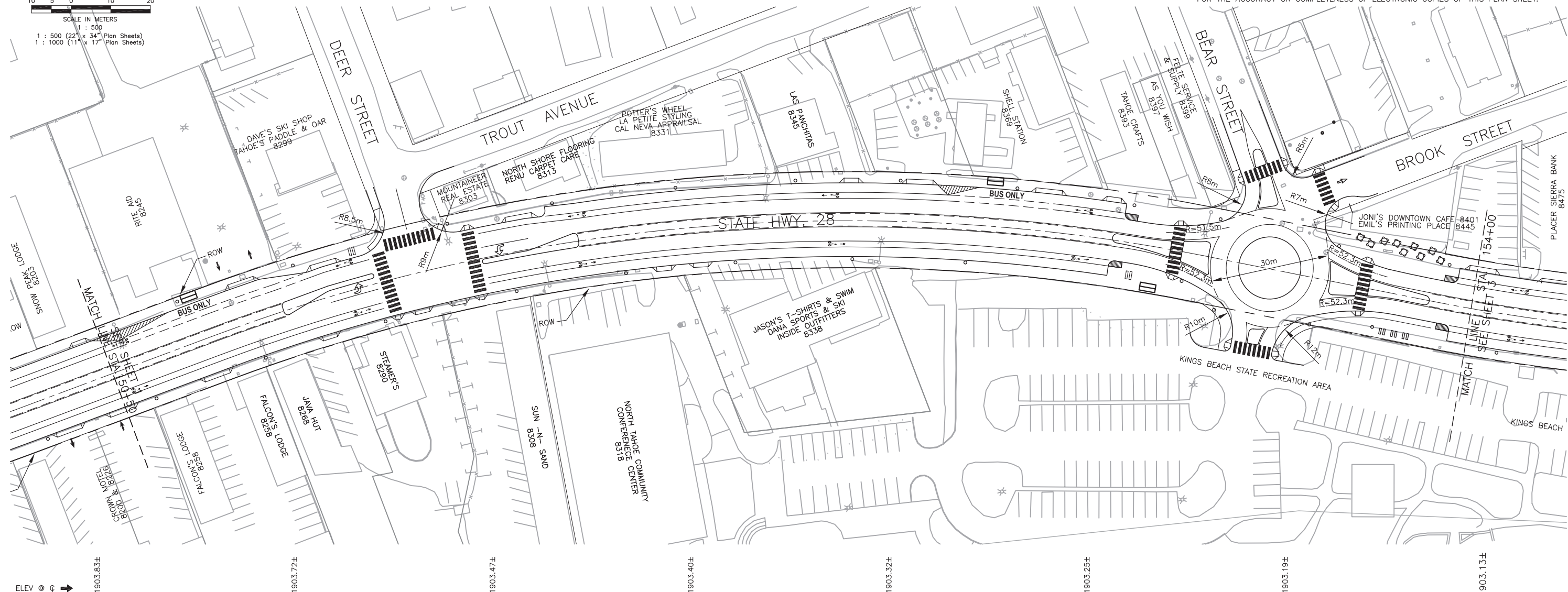
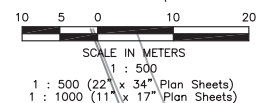
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DRAWING: _____

CONTRACT NO. 73108

SHEET NO. 1 OF 20

PLAN SCALE: 1:500
PROFILE SCALE: 1:500
HORIZ: 1:500
VERT: 1:50

1- 3.6 m (12') TRAFFIC LANE EACH DIRECTION
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(SEE SHEET 7 FOR TYPICAL X-SECTION - ALTERNATIVE 2)



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| 73108 | DRAWN: | MAB | |
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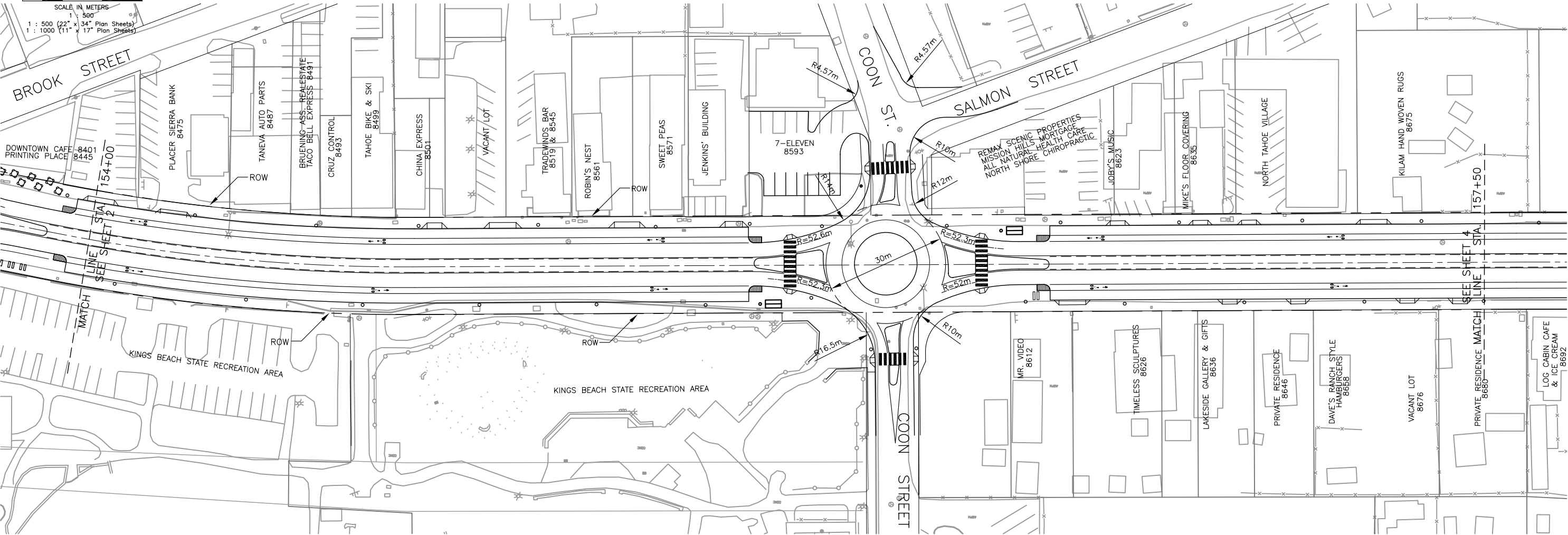
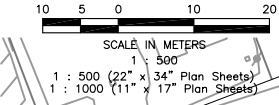
| CITY OF PLACER | DEPARTMENT OF PUBLIC WORKS |
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| KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT | |
| FEASIBILITY STUDY - ALTERNATIVE 2 - PLAN, PROFILE & STRIPING LAYOUT | |



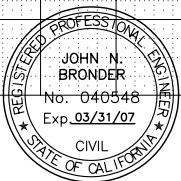
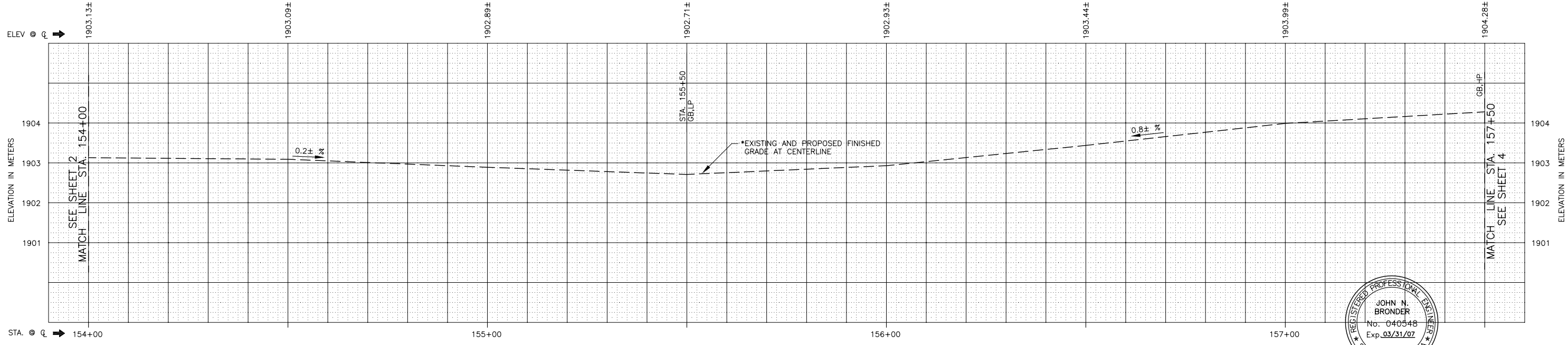
SHEET NO.
2
OF
20

ALTERNATIVE 2 - ROADWAY CROSS SECTION:

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- (SEE SHEET 7 FOR TYPICAL X-SECTION - ALTERNATIVE 2)



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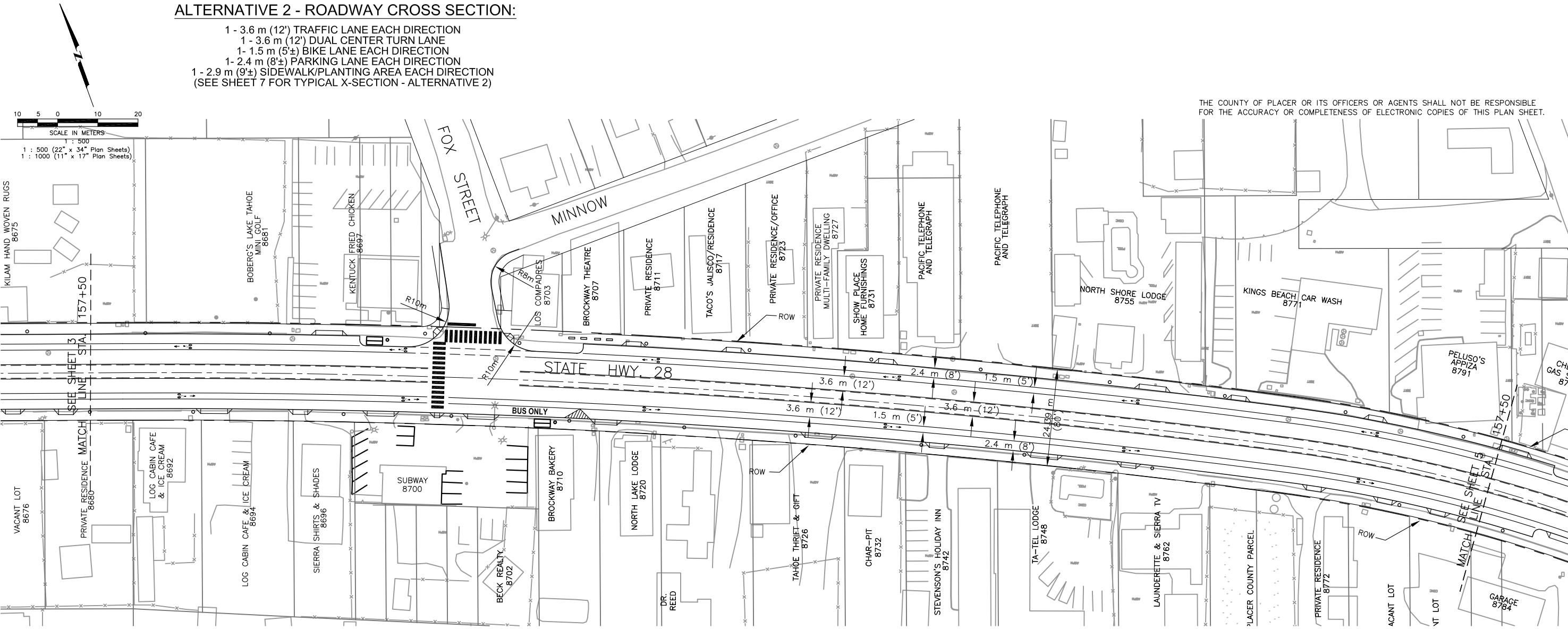


PLAN SCALE: 1:500
PROFILE SCALE:
HORIZ: 1:500
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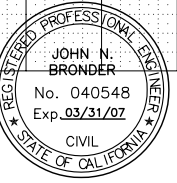
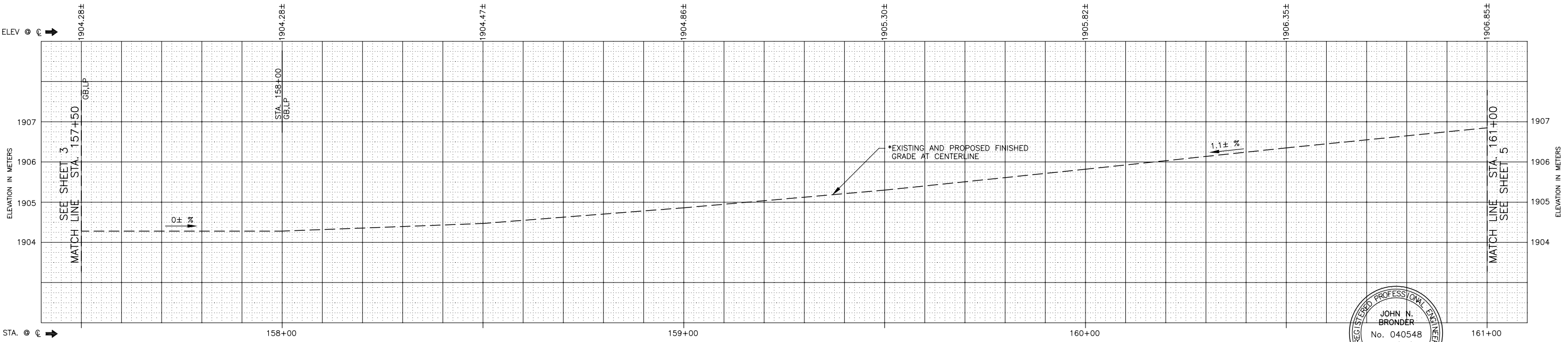
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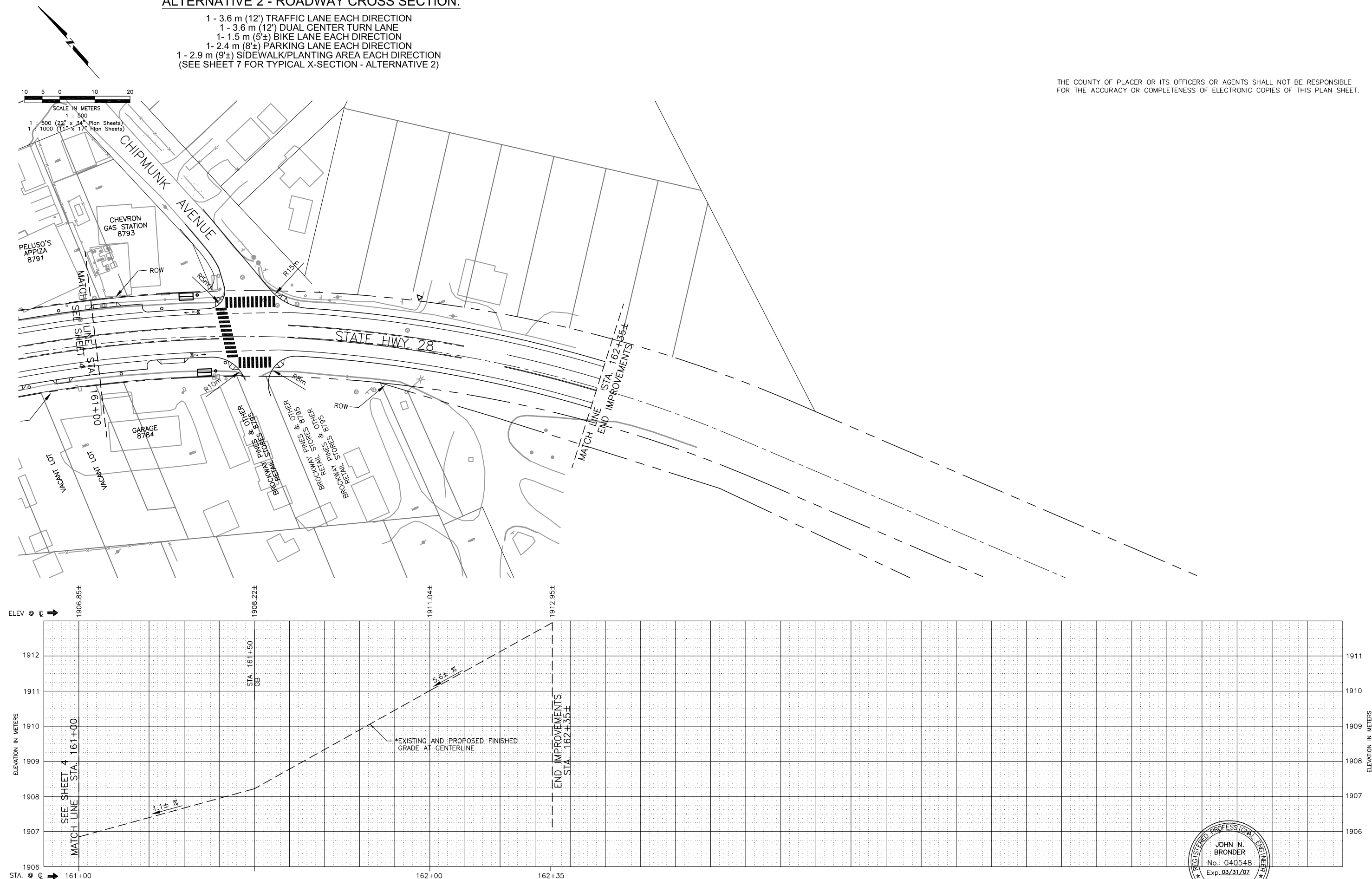
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DEPARTMENT OF PUBLIC WORKS
COUNTY OF PLACER
KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT
FEASIBILITY STUDY - ALTERNATIVE 2 - PLAN, PROFILE & STRIPING LAYOUT

SHEET NO. 4 OF 20


1- 3.6 m (12') TRAFFIC LANE EACH DIRECTION
1- 3.6 m (12') DUAL CENTER TURN LANE
1- 1.5 m (5±) BIKE LANE EACH DIRECTION
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(SEE SHEET 7 FOR TYPICAL X-SECTION - ALTERNATIVE 2)

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COUNTY OF PLACER

DEPARTMENT OF PUBLIC WORKS

KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT

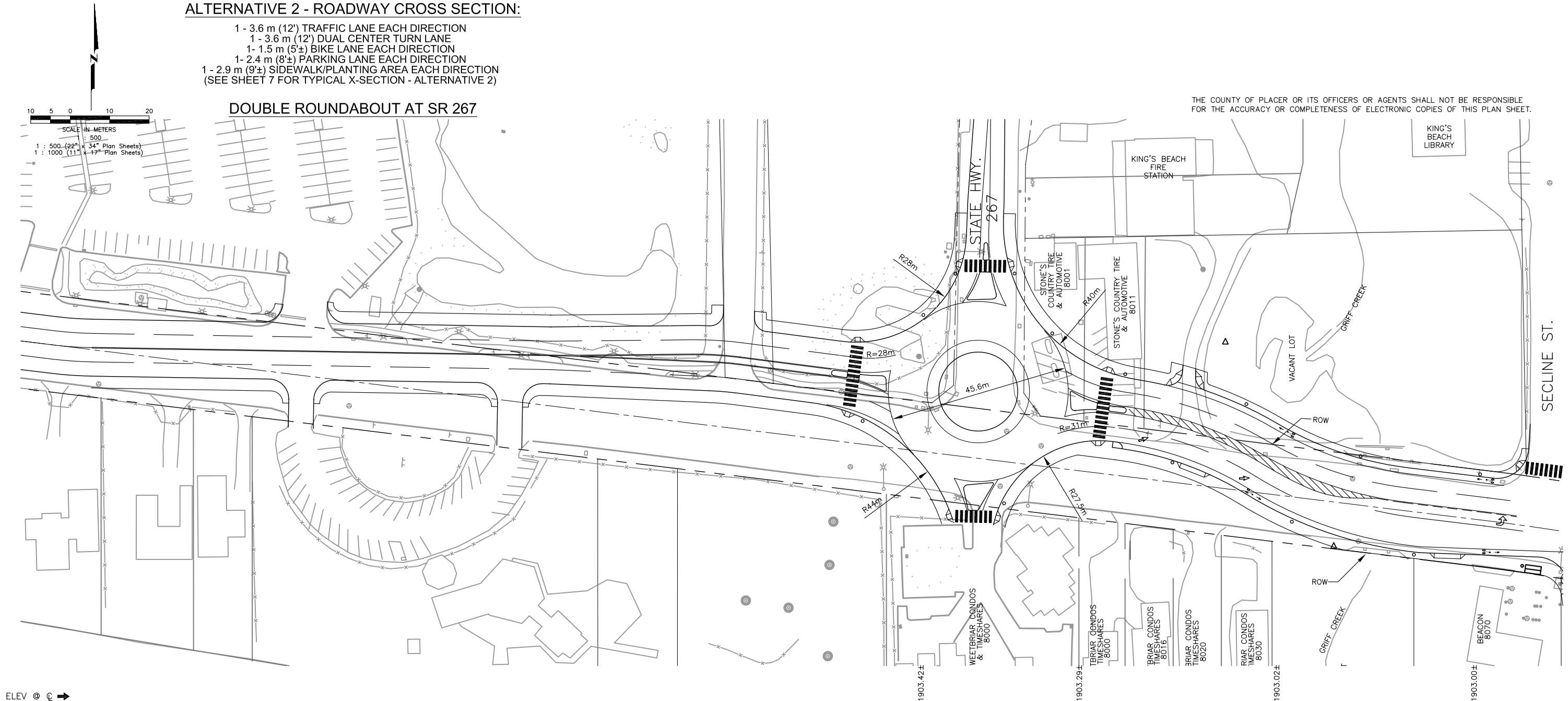
FEASIBILITY STUDY - ALTERNATIVE 2 - PLAN, PROFILE & STRIPING LAYOUT

SHEET NO.
5
OF
20

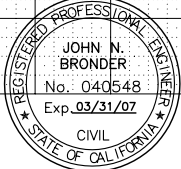
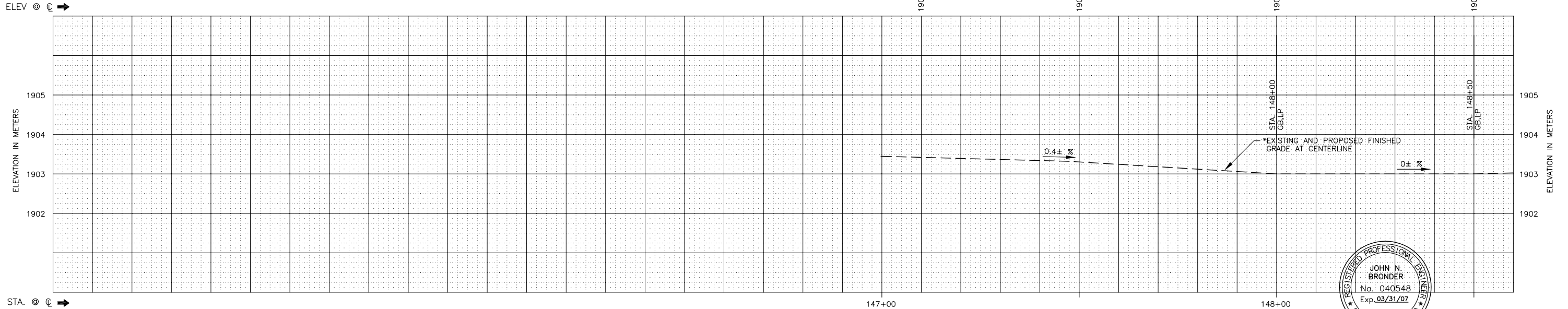
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- (SEE SHEET 7 FOR TYPICAL X-SECTION - ALTERNATIVE 2)

DOUBLE ROUNDABOUT AT SR 267



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DESIGNED: DRAWN: CHECKED: RECORD
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COUNTY OF PLACER
KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT
FEASIBILITY STUDY - ALTERNATIVE 2 - PLAN, PROFILE & STRIPING LAYOUT

SHEET NO. 6 OF 20